guidelines so that these Bal Bhawans can be established in slum-dwellers areas so that the poorest of the poor can get benefit out of it.

श्रीमती कृष्णा साही : सभापति महोदय, बाल भवन सोसाइटी द्वारा जो कुछ राज्यों में परियोजनायें चलाई जा रही हैं उनमें उन लोगों ने कुछ गाइड लाइंस दी है। इसका मुख्य उद्देश्य बच्चों के अन्दर जो सृजनात्मक शक्ति है उसका विकास हो, बच्चो के व्यक्तित्व का विकास हो और उनमें स्वतंत्र अभिव्यक्ति का विकास हो। इस अध्ययन को चलाने के लिये नेशनल चिल्ड्रन असेम्बली यूथ फेस्टिबल वे करते हैं, नेशनल इन्टेग्रेशन जोबल कैम्प वे करते हैं। 19 नवम्बर से 18 दिसम्बर तक उन्होंने यह चलाया है और उसमें पर्यावरण संबंधी बहुत सी शिक्षायें बच्चों को दी गई हैं।

MR. CHAIRMAN: Next question.

SHRI NIRMAL CHATTERJEE: You kindly be sympathetic.

MR. CHAIRMAN: I had been too sympathetic yesterday.

SHRI NIRMAL CHATTERJEE: And you had succeeded too well.

MR. CHAIRMAN: Question No. 104.

**Arrangements with foreign airlines to operate through Calcutta**

*104. SHRI SUKOMAL SEN: Will the Minister of CIVIL AVIATION be pleased to refer to the answer to Unstarred Question 846 given in the Rajya Sabha on 4th March, 1987 and state what are the routes offered to foreign airlines to operate through Calcutta, and by when they are expected to operate their flights?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER): A statement is laid on the Table of the House.

**Statement**

Given below are the routes offered to the foreign airlines who have accepted to operate to/through Calcutta:—

| S.No. | Name of country (Name of airline) | Route Entitlements: Intermediate Point | Point in India | Points beyond |
|---|---|---|---|---|
| 1 | Bulgaria (BALKAN) | ABU DHABI or any point agreed in lieu thereof. | CALCUTTA | Bangkok or any other point agreed in lieu thereof. |
| 2 | Poland (LOT) | Any two points from: Athens Damascus, Baghdad, Amman, Beirut, Istanbul, Teheran, Cyprus | CALCUTTA | Any two points from: Bangkok, Manila, Hongkong, Saigon, Hanoi, Singapore. |
| 3 | Singapore (SIA) | SINGAPORE/CALCUTTA/DHAKA/SINGAPORE (Actually operating on this route). | | |
| 4 | Yugoslavia (JAT) | Three points | CALCUTTA | Jakarta, Manila., Beijing. |
| 5 | United Arab Emirates (EMIRATES GULF AIR). | To be agreed | CALCUTTA | Four points to be agreed. |
| 6 | Jordan | | CALCUTTA-Route schedule is yet to be agreed between the two governments. | |

Except JAT, and SIA (which is operating at present) the other airlines have not yet indicated any specific dates for commencing online flights to/through Calcutta. The proposal of JAT (Yugoslav carrier) to operate once-weekly flights on Belgrade/Calcutta/Beijing route shortly, has been cleared by the Government.

SHRI SUKOMAL SEN: In the statement, the hon. Minister has said that six airlines, Bulgaria, Poland, Singapore, Yugoslavia, United Urab Emirates and Jordan, have accepted to operate to/through Calcutta. The hon. Minister has not mentioned that how many foreign airlines were given the offer to operate their flights through Calcutta and how many of them have straightaway rejected the offer. Then, Sir, there was a proposal that the British Caledonian Service will operate their flights through Calcutta. I would like to know whether discussions have been held with them and what is their reaction. Then, Sir,...

MR. CHAIRMAN: You are asking so many questions. You will have your second supplementary. The hon. Minister please.

SHRI JAGDISH TYTLER: Sir, I would like to inform the hon. Member that nobody wants to fly to Calcutta. It is not because of Calcutta. You must understand. (*Interruptions*). Please listen to me. I will explain to you. It is not because of Calcutta. It is because of the technical ability of the planes to overfly Calcutta. Initially, we had planes which could fly up to certain distances and for refuelling they had to come to Calcutta. Now, we have got latest aircraft which can fly for long distances and, therefore, they do not have to come to Calcutta.

The second thing is the passenger profile. It is seen that most of the people working abroad are not from Eastern India. Therefore, the traffic to and from India is concentrated in other parts and not in Calcutta. This is one reason. We have agreements with nearly twenty countries. But somehow or other, they have not come up. At present, we have six airlines of different countries who have offered to operate their flights through Calcutta and we are expecting that the Yugoslavian Airlines will soon start operating their flights. The date has not been fixed yet.

Sir, as soon as I become the Minister, one thing which I wanted to do was to promote Calcutta. A number of airlines are wanting to come to India. One of the conditions which I put is that they must touch Calcutta. On that basis, Jordan has agreed. There are a few other countries also; but Yugoslavia is the only country which has responded positively and I think in the next two weeks, they will start operating.

SHRI SUKOMAL SEN: Sir, the hon. Minister has said that we wants to promote Calcutta. There is now a proposal for a terminal building at Calcutta Airport, costing about Rs. 25 crores. It will handle seven lakh passengers a year. If that be so, the handling will be around 2,000 passengers. In view of the prospect of increase in traffic through the Calcutta Airport, I would like to know whether this target of seven lakh passengers a year is sufficient and how does it compare with the traffic through Bombay, Delhi etc.

SHRI JAGDISH TYTLER: Sir, the Prime Minister has made a commitment that we will have a new terminal building for the Calcutta International Airport. This project is being taken up by the International Airports Authority of India. In the Seventh Plan, we will have the building at a cost of Rs. 25 crores. The per-hour capacity will be 1500 passengers and not 2,000 as the hon Member has said. This building is going to be very modern. We hope that by giving more facilities to the Air-

lines and having a proper atmosphere also, there will be increase in traffic. In this connection, I would request the hon. Member to take it up with his Government and see that more and more young people are encouraged travel so that more airlines will take interest in operating their flights through Calcutta.

SHRI VISHWA BANDHU GUPTA: Sir, the hon. Minister has been kind enough to talk about the passenger profile of various cities, specially about Calcutta. Is it that people are not able to travel by air because o the quality of life and the low standard of living.

SHRI JAGDISH TYTLER: Sir, cannot answer this question. I am interested in seeing that more people travel by air.

SHRI CHITTA BASU: I am thankful to the hon. Minister that he has in his mind the intention to develop the Calcutta Airport. Is it not a fact that the present Airport in Calcutta does not provide adequate facilities for the foreign airlines. It is good that the Prime Minister has announced a package assistance for improvement of Calcutta Airport. I think it is Rs. 23 crores or Rs. 25 crores.

SHRI JAGDISH TYTLER: It is Rs. 23 crores.

SHRI CHITTA BASU: May I know whether this fund is meant only for construction of a terminal building or is it meant for other aspects regarding the improvement of the Airport itself?

SHRI JAGDISH TYTLER: We have already spent a few crores for improving the navigational facilities, immigration counters, etc. We have spent some money for improving the present Calcutta Airport. Once the new building comes up, we will convert the old one for national internal flights or Indian Airlines flights, but the international airport will have all the facilities. Otherwise, no airlines will ever like to come to the country if they do not have the proper facilities.

SHRI M. KADHARSHA: Hon. Minister said something like Calcutta lacks technical feasibility. Will he elaborate this fact?

SHRI JAGDISH TYTLER: I did not say that.

SHRI M. KADHARSHA: Calcutta is the only airport in India which is given the all-India status. This is the tallest claim in the international aviation circle.

Sir, in reply to the unstarred Question No. 846 on 4th March, the hon. Minister has given the names of ten countries, that is Netherlands, Holland, Bulgaria, Spain, Austria, Turkey, Yugoslavia, Singapore, UAE and Jordon who have accepted the offer, but now the number of the countries has been reduced to six. I would like to know, what is the role of Air India in giving importance to Calcutta, how many flights Air India is operating and why is our national carrier also neglecting Calcutta?

SHRI JAGDISH TYTLER: Sir, this is not a correct statement our national Airlines operates seven flights from Calcutta at different times. I have got the full details which I can let the Member know, but we cannot force any foreign airlines. We can sign an agreement but if they want to withdraw, we cannot force them. There was a time when British Airways was also flying. There was a time when PANAM and some of the top Airlines like Phillipines, Australia, USA, Iraq, Scandanavian, Nigeria, Ghana, Japan, Yugoslavia, were also flying but somehow or other people are not travelling, they are not getting enough traffic. I wish they got enough traffic because every time a plane lands the International Airports Authority makes some income on it. I will be happy if they could come. We are doing everything pos-

sible to also make Calcutta centres for the Buddhists so that we have this Vayudoot flights and other Indian Airlines flights connected to the centres of Buddhists and pilgrimage. We are seeing to it that Calcutta is used more and more. I would also request if the West Bengal Government bring out a scheme for the young boys and girls to travel out, go to the Gulf. There is hardly anybody going to the Gulf and there is so much availability of jobs there. Everything is from other parts of the country except Calcutta. I would like that the Airport should be used more and more so that they do not have to come with an empty aircraft.

DR. (SHRIMATI) SAROJINI MAHISHI: Sir, any foreign airlines which wants to touch India can choose two points out of three given to it. Gradually, over a period of ten years the number of flights touching Calcutta have decreased. May I know whether the Government has made a thorough study as to why this has decreased? Earlier it was 16, then it came to 14, 12, 10 and now it has come to six or eight. Why is there such a gradual decrease? Has the Government made a thorough study of this?

SHRI JAGDISH TYTLER: People are not travelling. That is the reason.

SHRI GHULAM RASOOL MATTO: The point made by Mrs. Sarojini Mahishi is that it has to touch two points. Can't this be an inducement to many airlines if the hon. Minister allows the second point Delhi or Bombay, over and above Calcutta, to induce other airlines also to come to Calcutta?

SHRI JAGDISH TYTLER: Yes, that is what I said: if they want to come to any other part of the country, they must touch Calcutta. Those airlines which are going Far East, they would like to touch Calcutta and accept my condition. But those who want to be terminated in Delhi or in Bombay, why will they go to Calcutta if they do not have traffic? I have said, I will not allow them to come to India unless and until they touch Calcutta. But I cannot keep this pressure on for a long time and see that traffic suffers or the tourists suffer from other parts of the country. I can put this pressure on them so that they come to Calcutta, they use Calcutta. We have all the facilities and we would like them to come to our country.

SHRI NIRMAL CHATTERJEE: There is a problem in drawing the profile because many of those who travel from West Bengal or Bihar or Assam could have registered as if such passengers have emanated from Calcutta, but they are shown as passengers emanating from Delhi, or as passengers emanating from Bombay. Is there a method and can it be done that in respect of all those who are shown in the profile of Delhi and Bombay, we try to find out wherefrom did they originate, wherefrom did they come? And if such a profile can be drawn, perhaps we can make this effective for foreign airlines also. Does the Minister agree with this?

SHRI JAGDISH TYTLER: Yes, I agree, and we did a survey, but we did not find enough passengers.

SHRI NIRMAL CHATTERJEE: Even then.

SHRI JAGDISH TYTLER: Yes.

PROF. C. LAKSHMANNA: The Minister is constantly saying there is not sufficient traffic from Calcutta. But at the same time, though there is not sufficient traffic, they are prepared to spend Rs. 25 crores on the development of Calcutta airport. I would like to know from the Minister what the rationale is in spending Rs. 25 crores when the Minister constantly holds the view that there is no traffic. If he is spending Rs. 25 crores, what is he going to do to promote better utilization of those Rs. 25 crores by way of buildings?

SHRI JAGDISH TYTLER: Aviation is such a thing that it is always on the move. The avionics, the kind of aircraft, the kind of engines, the latest kinds of aircraft—all these are coming in the world and naturally they would like to have a proper airport, a better airport and also have those aero-bridges even. But it is not right that just because I feel there is not enough traffic I should neglect a certain part of the country. We are improving; we have improved in Delhi; we have improved in Jammu; and we are going in for a new airport at Gwalior. All over the country, wherever it is necessary, wherever it is needed, it is being done. I would like to inform you that our traffic is going up internally. Maybe the airport which is being used for international and national flights, we will use it for the national airlines and have this small airport as international one used for the foreign airlines and Air India.

MR. CHAIRMAN: Next question. No. 105.

**Vayudoot Flights to and from Ludhiana in Punjab**

*105. SHRI PAWAN KUMAR BANSAL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Vayudoot flights to and from Ludhiana in Punjab have been irregular during the last few months;

(b) if so, what are the reasons therefor and what steps have been taken to adhere to the schedule; and

(c) what action has been taken to provide basic facilities to the passengers of the Ludhiana Airport?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER): (a) During the last three months there were 4 cancellations and some cases of delays of the scheduled flights of Vayudoot to Ludhiana.

(b) Cancellations/delays of Vayudoot flights to Ludhiana were mainly due to the fact that out of the 3 Avro aircraft available for operations from the Delhi base, 2 Avro aircraft remained grounded for major checks /overhauls/repairs from January, 1987 onwards thereby leaving only one Avro aircraft available for operations.

(c) The basic facilities namely a passenger lounge, seating arrangements, telephones and check-in facilities are available at Ludhiana.

SHRI PAWAN KUMAR BANSAL: Ludhiana which is veritably called the Manchester of Punjab is a very important industrial town and has contributed significantly to the foreign exchange kitty of the nation. By the very nature of their work, industrialists from there have often to make short journeys to Delhi and after attending an office or to any other work have to return in time to Ludhiana. Besides the irregular flights which they often have to face, the other very aggravating fatcor is the timing. The schedule itself has been changed. Earlier the flight would leave Delhi in the morning at around 8 o'clock and return around 10 o'clock here in the morning itself. I would like to know from the honourable Minister as to what factors necessitated the change in the schedule and what are the reasons for the cancellation of the second flight for Ludhiana.

SHRI JAGDISH TYTLER: I have just read in the answer why they were cancelled.

SHRI PAWAN KUMAR BANSAL: The second was a Dornier flight, not an Avro flight.